



Scan QR Code with your smart phone for video instructions. Video can also be viewed on our website. See product details.

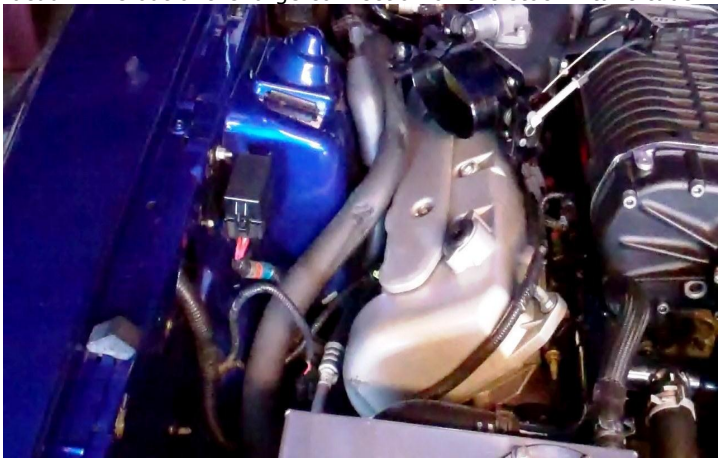
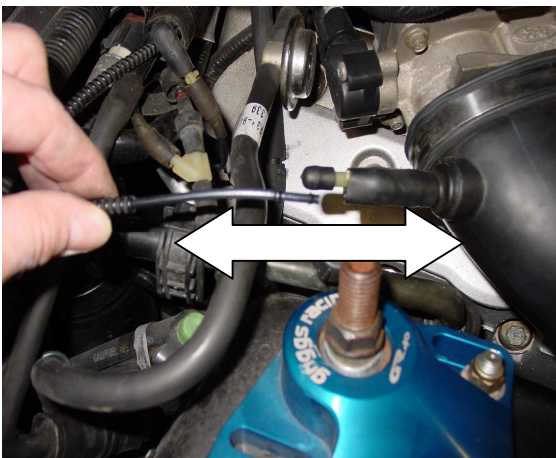

**Installation Instructions**  
**JLT Next Generation 12" Cold Air Intake Kit for High Boost Applications**  
**# CAI2-12-FMC-0304; CAI2-12-FMC-0304-P**

Thank you for purchasing our product. We hope you are satisfied with the look and performance. Take your time and it will be a smooth install.

**\*Custom tuning is required with this kit.**

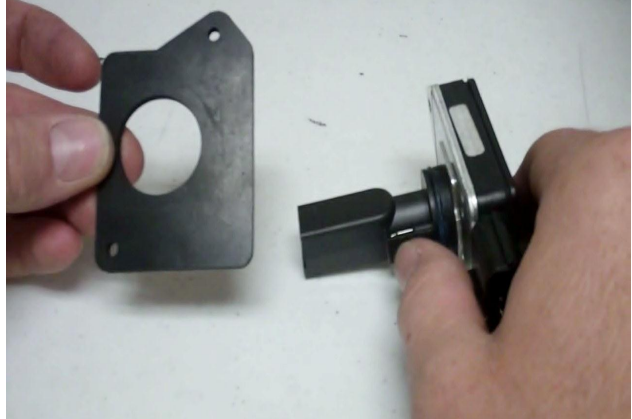
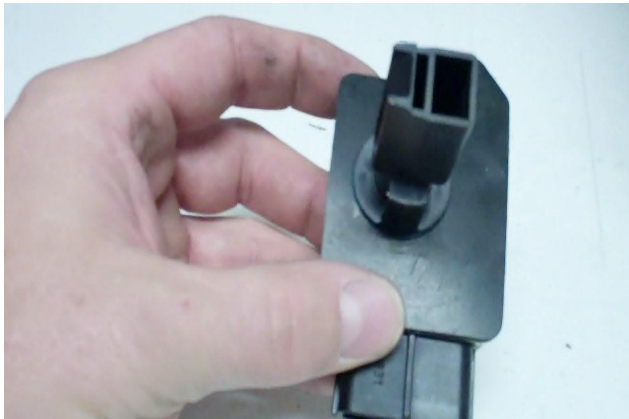
**NOTE: Throttle body locations are different depending on if you have a stock blower, Kenne Bell, Whipple, Whipple Crusher inlet, K-Member and or non stock motor mounts. Due to these variances minor modifications may need to be made for best fit.**

**Please review complete instructions prior to installing.**

Step#	
1	<b>Verify you have all of the following parts included in the kit:</b> (1) JLT Intake tube with Vacuum fitting, PCV Fitting and IAT grommet, (1) 4.5"x3" Silicone Coupler, (1) 4.5"x2" Silicone Coupler, (1) 4.5"x12" S&B Air Filter, (1) Apron Plate, (1) Vacuum Line, (2) #072 Clamps, (1) PCV fitting cap, (1) Vacuum fitting cap, (1) MAF gasket, (2) MAF screws and (1) Filter protector
2	<b>Gather all of the following tools needed for the installation:</b> 5/16 Nut Driver, 10mm Open End Wrench, 11mm Open End Wrench, Phillips Head Screwdriver, Tamper proof T-20 Torx driver, Car Jack and Jack Stands
3	Jack the car up with jack stands or drive it on some ramps. Removing the right wheel makes the install much easier, but not totally necessary.
4	Remove existing intake system from the throttle body to the filter housing. <b>STOCK EATON CARS:</b> Pull the thin, hard vacuum line out of the large connection on the stock intake tube. <div>   </div>
5	PULL the Inlet Air Temperature sensor from your previous inlet and install the grommet in bottom side of JLT tube. <div>  </div>

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Remove the SCT MAF Sensor from its housing using a tamper proof t-20 Torx bit and install the sensor in the MAF block on the bottom of the JLT tube using the supplied MAF gasket and screws.


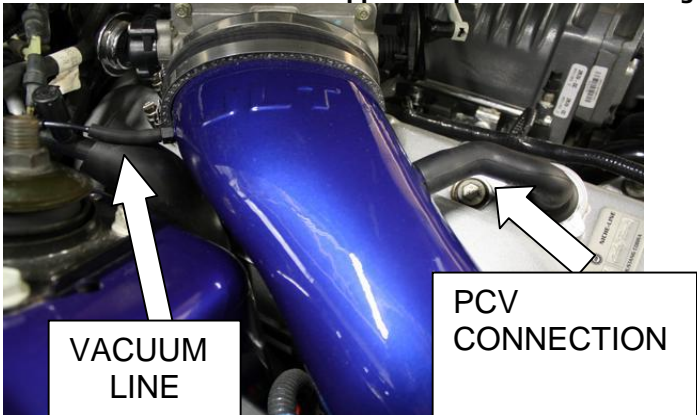
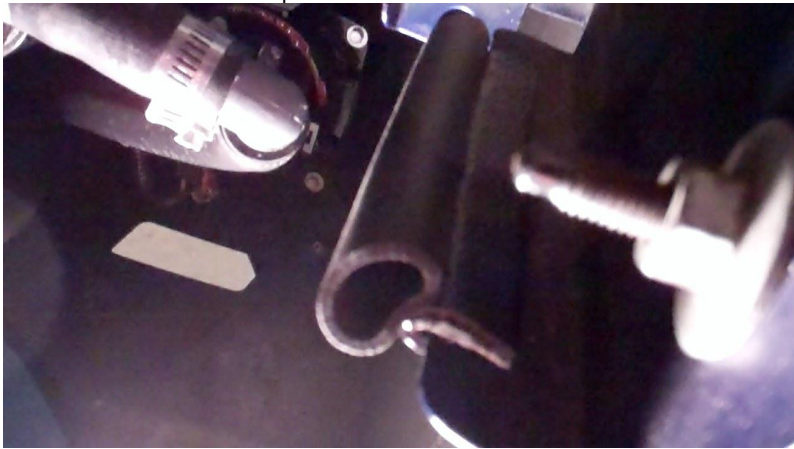


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**TIP:** Put some tape around the hole in the apron. This will help prevent scratching the pipe during install. Bolt Apron Plate up using the stock air box bolt.





8	<p><b>WHIPPLE BLOWER CARS: use 4.5" X 3" Coupler</b>  <b>STOCK &amp; KENNE BELL BLOWER CARS: use 4.5" X 2" Coupler</b></p> <p>Install correct coupler onto JLT tube, insert round end into the hole in the apron plate and rotate it down towards throttle body. <b>On the way down, PLUG IN IAT SENSOR and MAF SENSOR.</b> Tighten the clamp at the throttle body and leave the clamp on the tube loose for final adjustment.</p> 
9	<p>Plug in PCV connection on to the valve cover and vacuum line (using supplied tubing).  <b>If you are NOT using the PCV or Vacuum line use the supplied caps to seal the fittings.</b></p> 
10	<p>To gain access in the fender well you must remove the Philips screw in the bumper cover edge and pull plastic fender liner back. There is also 2 push pins holding the shield into the frame rail, remove these too.</p>
11	<p>Install supplied filter protector on metal fender lip here:</p>  <p>Raise FILTER up onto the JLT tube. By TWISTING the tube at the throttle body you can gain more room right or left. I/C hoses can and will touch the filter, just make sure there is not hard pressure on the filter causing the hose to kink.  <b>CLAMPS ONLY NEED TO BE LIGHTLY SNUG</b></p>

	
12	Put the splash shield back in and reinstall the push pins and screw.
13	Up top, snug the clamp at the throttle body and you are done! <b>BE SURE TO ADJUST YOUR TUNE!</b>

As Mentioned on page 1: Throttle body locations are different depending on if you have a stock blower, Kenne Bell, Whipple, Whipple Crusher inlet, K-Member and or non stock motor mounts. Due to these variances minor modifications may need to be made for best fit.



This kit includes an S&B Powerstack pre-oiled reusable air filter. The frequency you should clean your filter will depend on your driving conditions. It is recommended to check your filter at every oil change or 3,000 miles. If there is a build up of dirt as thick as the wire mesh, then it's time to clean your filter. As dirt builds up on your filter, the restriction of the airflow also increases. More frequent cleanings will improve your fuel economy and your vehicle's performance.

To properly clean your filter, we recommend the S&B Precision Cleaning & Oiling Kit (located in the 2003-04 Cobra Intake Section of our website, [www.JLTtruecoldair.com](http://www.JLTtruecoldair.com)).

Thanks for the business. If you have any questions, please e-mail [Jay@JLTtruecoldair.com](mailto:Jay@JLTtruecoldair.com) or call 757-335-1940. Our hours are Monday-Friday. 8:00am – 5:00pm Eastern Time.

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